What is claimed is:

1. A method for testing an engine of a jet aircraft in a ground runup enclosure at a time when an actual wind direction differs from a prevailing wind direction, said jet aircraft having an elongate body defining an aircraft axis and said engine having an air inlet and an exhaust outlet aligned substantially parallel to said aircraft axis, said ground runup enclosure having a rear wall, a pair of side walls attached to the rear wall and an open front side opposite said rear wall, said method comprising:

   (a) moving said jet aircraft into said ground runup enclosure;

   (b) aligning said jet aircraft with the aircraft axis substantially parallel to the actual wind direction and with the air inlet of said engine facing said actual wind direction; and

   (c) running said engine up to full power to test its condition.

2. The method of claim 1, wherein step (a) comprises moving the jet aircraft into the ground runup enclosure with the aircraft axis substantially perpendicular to the rear wall.

3. The method of claim 2, wherein step (b) comprises turning the jet aircraft within the ground runup enclosure.

4. The method of claim 1, wherein the front side of the ground runup enclosure faces the prevailing wind direction.

5. A ground runup enclosure, comprising:

(a) a rear wall;

(b) a pair of side walls, each of which is connected to said rear wall at an oblique angle; and

(c) an open front, said rear walls, side walls and open front together forming a generally U-shaped enclosure having sufficient width and depth to enclose a jet aircraft and with the open front being of sufficient width to permit said jet aircraft to enter said U-shaped enclosure;

wherein said side walls and said rear wall each have an inner face sloped downwardly and inwardly so as to form an oblique angle with the ground and are constructed so as to withstand a blast from a jet engine.

6. The ground runup enclosure of claim 5, wherein at least a portion of said rear wall is substantially perpendicular to at least a portion of each of said side walls.

7. The ground runup enclosure of claim 5, wherein each of said side walls comprises a forward portion and a rearward portion through which the side wall is connected to the rear wall, the rearward portion of each said side wall being connected to the forward portion of the side wall and the rear wall at oblique angles.

8. The ground runup enclosure of claim 5, wherein the enclosure formed by the rear wall and the side walls comprises a portion of a polygon having greater than four sides.

9. The ground runup enclosure of claim 5, wherein one or more of the rear wall and the side walls is arcuate.

10. The ground runup enclosure of claim 5, wherein the inner face of each of the side walls and the rear wall forms an angle of from about 105 to about 135 degrees with the ground.

11. The ground runup enclosure of claim 5, wherein the width and depth of said enclosure are greater than a length of said jet aircraft.

12. The ground runup enclosure of claim 5, wherein the width and depth of said enclosure are greater than a wingspan of said jet aircraft.

13. The ground runup enclosure of claim 5, wherein the width and depth of said enclosure are sufficient to permit said jet aircraft to turn while inside said enclosure.

14. The ground runup enclosure of claim 5, wherein said side walls and said rear wall each have a height of from about 20 to about 40 feet.

15. The ground runup enclosure of claim 5, wherein the rear wall of the enclosure has an arcuate inner face so as to upwardly direct the blast from the jet engine.

16. The ground runup enclosure of claim 5, wherein each of said side walls comprises a forward portion and a rearward portion through which the side wall is connected to the rear wall, the rearward portion of each said side wall being connected to the forward portion of the side wall and the rear wall at oblique angles, and wherein the rear wall of the enclosure and the rearward portions of the side walls each have an arcuate inner face so as to upwardly direct the blast from the jet engine.

17. The ground runup enclosure of claim 5, wherein the open front of the enclosure faces a prevailing wind direction.

18. The ground runup enclosure of claim 5, wherein the open front of the enclosure faces a direction other than a prevailing wind direction.